The Professional Contrat Won by Elley, with

GENEVA, N. Y., Sept. 3 .- On account of the

high wind the races which were announced to be rowed this morning were postponed. To-ward noon, however, the wind abated, and at 3 P.M. the referee decided to start the four-oared

event. It was contested by the Albany and Ho-bart College crews. The race was a walk over

for the Albanians, though they magnanimously

held back, and were at no time over two lengths in advance. Time-Albany, 15:44%; Hebart College, 15:51%, The amateur single scull race bad seven

starters: Murray, Goodsell, Crouse, Seyfert, Gaisel, Holmes, and Dorchester, Holmes

jumped to the front, followed by Gaisel, Seyfert, and Murray in the order named. The

Pawtucket sculler maintained his advantage until after the turning buoy was rounded, then

Large Warehouses Ablaze-The Damage Es-

timated at \$150,000.

At 7:10 last evening flames burst out of a window of 7 Hague street, and spread each way until every building on the north side of the street was damaged, excepting one front-ing on Pearl street. These were 3, 5, and 7 Hague street, and 109 Cliff street, the corner building. The fire was confined mainly to the

Brilliant Tennts Playing.

The most brilliant exhibition of lawn tennis laying ever seen in this country was given at the States

sland tournament yesterday. The attendance wa

Island tournament yesterlay. The attendance was barger than on any previous day. The playing was present with a contest between Helmuth of Toronto and Corey of the Staten Island Clint. Helinath was the winter. The parious between Woodhouse and Harvey of Staten Island attracted comparatively into attention, Woodhouse being an easy winner. The fournam in but then narrowed down to Helmuth and Woodhouse. The latter was the favorite, but a hot strangle was anticipated. Each competitor won two games, after a brightness depicted and the state of the st

A Singular Accident to a Sportsmar,

SPRING LAKE, N. J., Sept. 3.-Harry Kemes-

near sea sirt, mer with a singular accinent. Being dis-satisfied with the manner in which his gun worked the placed several wade in it. Upon his discharging it, the gunexplosed, and the ping a continue of the sick entered his harehead at the top. the not circuit the brain. The wounded man walked half a mile to the ho-tel, suffering terriby. He was allow when placed on a train to be inken in New York, but it is thought they is no chance of his recovery. Kemester has been President of the Waiters' Clob, composed of English sportsmen.

Weak Eyes, Sore Eyes, and Inflamed Eyellds,

Styes, &c., rapidly cured by using Dr. Becker's celebrate. Eye Balaum. Sold by all droggists. Depot, 6 Bowery.—Afr

"My Last Spare Bollar Would be spent for Palmer's Lotion, the great eve med nine. "-ara Cameron, 39 Sector at , Newark, N. J.-Adr

"Rough on Rats."

Ask druggists for it. It clears out rats, mice, ed buga. 15c. 115 Fulton st., New York .- Ada.

Courbt in the Cyclone that Traversed the nouthern Coast on Sunday Last-Her Cap-tain Swept from the Deck while She was Inharing in the Heavy Sea-Going Pown Shortly Afterward with but a Brief Warn-ing-Parly Seven of the Persons on Board Leaven to have been Sarved-Floating for Twenty-four Heurs on Pieces of the Wreck -Names of the Passengers and Crew.

St. AUGUSTINE, Pla., Sept. 3. The steamthis Vera Cruz of the Mexican line, foundered ea on Sunday morning last, at 5:30 o'clock. was const. About an hour before she went a sea struck her forward and swept everyning lors and all. The water put the fires and out. Everything was in confusion, and all of a sudden she went down. The persons saved all had life preservers, and they came ashere on boards, barrels. They were twenty-four hours in the water. The Captain and several others were swept off the deck before the vessel went down. The saved are one passenger, one engineer, one otler, and four sailors. The passenger save i declines to tell his name, but it is said that it is Owens. He is a young man. Gen. ert's body came ashere, and it was buried on Mr. Batchburhr's place at Daytona.

On Saturday last we were visited by a very severe northeaster, which lasted three days. After it was over, on Tuesday night, some fishermen reported quantities of barrels of lard, boxus of bacon, and hams, and since that time the beach has been strewn with a large assortment of all manner of goods. Trunks have been found and rifled. Last Wednesday two mail bags were found containing foreign mail, and other evidence, causing it to be generally be-lieved that a steamship had been lost at sea. At Matanzas, eighteen miles below this place, the first body came ashore. It was that of a young man, about 24 years old. It had on nothing but a fine white shirt and drawers.

Seven men were washed ashere from the

brig Caroline Eddy. All were alive, but they were very weak, and had lived in the rigging two days and nights. They said during the gale they were in company with a large steam-, which looked as though she was in distress. and had about 100 passengers on board.

Later four bodies were found below Matanzas. one the body of an old, gray-headed gentleman. ell dressed, apparently about 60 years of age. Another was the body of a lady, about 43 or 45 years old. It was badly disfigured, and the dress was torn. She were three or four valuable rings and other jewelry, which is in keeping here for persons presenting the proper claim and identifying the property. The body of a young girl came ashore, and that of a young man. The bodies were all buried immediately, for they were in a state of decomposition. Pieces of furniture have come ashore covered with red plush, and others covered with gold lines. One piece has a casting on it marked "M. & H. Chenkheisen, N. Y. Pat. May 23, 1876." A mail bag marked "Return to New York" was washed ashore, and letters dated "New York. Aug. 25, 1880, per City of Vera Cruz," were found in it; also way bills via steamer Vera

A large hulk is seen off shore. It looks like a steamer, but we can't tell. It may be a vessel

on her beam ends.
SAVANNAH, Ga., Sept. 3.—A special despatch the Morning News from St. Augustine says: The beach, north and south of the St. Augustine Light and as far south as Matanzas Inlet, is strewn with wrecked stuff, dry goods, pro-visions, and merchandise of every description. visions, and merchandise of every description. The first evidence of a wreck was discovered near the light house on Tuesday, and on following the coast to the north and south the story of a terrible disaster was revealed. Ten miles below Matanzas some trunks and a mail bag were found. The latter, which was marked with a tag "Return to New York," was opened and found to contain letters dated "New York, Aug. 25, 1880, per City of Vera Cruz." There were also found bills of lading for goods per steamship Vera Cruz. Near the place where the mail bag and trunks were found the bodies of three men, a woman, and a child were discovered and buried bythe people in the neighborhood. All valuables and jewelry were taken from the Modies, so that the remains could be identified.

The City of Vera Cruz was considered one of he stanchest wooden vessels sailing from this port, and the universal opinion of scafaring men was that she could weather any storm. She was a brig-rigged wooden screw propeller of 1,800 tons, built by J. English of Greenpoint in 1874, for Alexandre & Sons. Her measurements were 287 feet long, 37 feet beam, 26 feet deep, 19 feet draught. She had three decks, and her motive power consisted of two compound cylinder engines. Her frame was built of white oak chestnut and hackmatack. She was strengthened by iron strips four inches wide and five-eighths of an inch thick, doubled and laid diagonally. She could accommodate 100 passengers, and was elegantly fitted out. On this trip she carried the following-named

ADOLFO BOSQUE.—Nothing has been learned of him.
FELIPS HERNANDEZ and wife.—Nothing learned about them.

JOHN GLEBHILL.—There was no information
about him at the office.

WALTER BETCHIE.—Nothing has been learned
of Mr. Betchie. John Gourlay.—No information about him

John Gourlay.—No information about him was obtained.

A. Rodriduez Martinez.—No information.
Miss E. Burss.—No information.
George W. Cole.—No information.
Miss A. Clark.—No information.
E. Elytispield.—No information.
O. P. Silva.—No information.
Miss Sadie Fay.—No information.
Jose Diaz.—He was on board as the Moxican mail agent. This was his first trid.
Edward Furntes.—He was a wealthy gentleman of Havana, and had been on a visit to his brother in New York. Mr. F. Feuentes. employed by Margariete & Co. of Havana. He has a wife and family in Havana.
Mr. and Mrs. Rafael Arbut.—They were from Barrason. Mr. and Mrs. RAPAEL ARRUE.—They were from Barracon.

J. A. Garcha and wife.—Mr. Garcia was a cattle dealer and broker in Havana. He was also agent for the Mesers. Louiton Brothers of Havana. Mr. Garcia came to this country for the benefit of his health. His wife was an American, and he was a native of Venezuela.

A. RAVENSBURG.—He was German, 37 years old, and single. He was in partnership with his brother in a large hardware and cutlery store in the city of Mérida Yucatan. Mr. Ravensburg returned from Europe last week, and was on his way back with merchandise to Mérida.

ALEXANDER W. ATTHERGE.—He had with him.

was on his way back with merchandise to Mérica.

ALEXANDER W. ATTRIDGE.—He had with him a son of 8 years, and was a native of Havana. He was of English parents. He has a wife and three children in Havana. He was well known in business circles in Havana, having been attached at various times to the Havana Gaslight Company. Feaser & Co. Ajuria & Co. and A. R. Rood & Co. the havana Gaslight Company. Feaser & Co. Ajuria & Co. and A. R. Rood & Co. He was 37 years old. He came to this city in the interests of the Havana Gaslight and Havana Water Works companies.

A. K. Gwen.—Mr. Owen was an American, born and brought up in Philadelphia. By profession he was a civil engineer, and had been several years employed as City Engineer of the city of Mexico. He has written several works, and one that attracted much attention at the time was in relation to the bydrology of Mexico. Mr. Owen was returning to Mexico to take charge of some Government works. He has a wife and family in Philadelphia. The above despatch indicates that he was the only passenger saved.

Mr. apd Mrs. Welsh and child and H. Glas-Mr. apd Mrs. Welsh and child and H. Glas-Mr. apd Mrs. Welsh and child and H. Glas-

above despatch indicates that he was the only passenger saved.

Mr. and Mrs. Welsh and child and H. GlasRCF.—Henry Glashof and M. Weish had been
acthers in the general mechanics business
in Brazil. Mr. Weish is a German and about
two years ago married a lady in Philadelphia,
Mr. Glashof had a wife, whom he left at her
home. In Pennsylvania. The partners had sold
out their business in Brazil, and had come here
for the summer. To a friend, Mr. Weish expressed great hopes for the future. He and Mr.
clashof had put part of the proceeds of the sale
of their business in the purchase of a quantity
of jeweiry, which they were taking with them to
Mexico.

of lewelry, which they were taking with them to Mexico.

Maj. Gen. Alphed T. A. Torrent. He was been in Delaware in 1833, and was graduated at been in Delaware in 1833, and was graduated at West Point in 1856 in the class with Gen. W. F. Smith, and was a personal friend of Gen. Grant. Gen. W. S. Hancock, and other prominent army officers, who graduated with him. He was appointed Bravet Second Licutenant in the Fifth Infantry in July, 1855, and served on frontier duly in Texas and Flerida in 1856-7, and in the Utah expedition in 1857-69. He began his service in the last war as Colonel of the First Regiment of Cavalry on the Virginia peninsula. He was assigned to the Sixth Corps on Aug. 28, 1862, and was at the second battle of Buil Hun, where he was wounded. After Antietam he was promoted Brigadier-General of Volunteers. He was at the battle of Gettysburg, and the subsequent operations of 1863 and 1864. He commanded exvalry under Gen. Grant, and in 1864 was put in charge of the First Division, in frequent action. He was at the battle of Cold Hargelen, and, as Chief of Cavalry of the Middle

Military Division, took part in all the operations in the Shenandosh Valley in 1964. He was in command of various districts in Virginia until mustered out of the volunteer service in 1866. He was commissioned Brevet Major for galla. Ity at Gettysburg. Lieutenant-Colonel for Winchester, Brigadier-General for Cedar Crock, and Major-General for gallant and meritorious services during the war. After the close of the war he was appointed Consul-General of the United States at Havans, and Gen, Grant also made him Consul-General of the United States at Havans, and Gen, Grant also made him Consul-General of the United States at Faris. He was a resident of Milford, Del., where he leaves a wife, but no children.

Gen, Torbert was often conspicuous by his dress, especially in the field, where he often wore a sailor's check shirt with a farret turndown collar spreading partly over the shoulders. As Sheridan returned from his Winchester fight, in September, 1864, his rear was annoved by the Confederate cavelry of Gen, Rosser, and one evening he said to Torber! "I want you to start out in the morning and drive those fellows away. If you can't do it, I'll send somebody that will." Torbert, therefore, with Custer and Merritt in his command, attacked Rosser the next day, and captured all his guns and a large part of his force.

Jose Feyrak,—It is said that José Peyret was a passenger. He was formerly a waiter in the Spanish Hotel, and left the hotel, Friday, to go aboard the Vera Cruz, intending to return to Havana. Peyret was a solder and had savod a little money.

F. St. Mamze (Salvadon Marti?),—The passenger spoken of as St. Mamer is supposed to be Mr. Salvador Marti. He left the Spanish Hotel in West Fourteenth street, where he was well known and much liked, to go on board the Vera Cruz, Mr. Marti was a broker in Havana, aged about 35, and had been here about two months.

Miss T. Rubio, who purchased a ticket for Havana by the City of Vera Cruz, changed her

aged about 35, and had been here about two months.

Miss T. Rubio, who purchased a ticket for Havana by the City of Vera Cruz, changed her mind and returned her licket just before the steamer sailed.

The Mr. John Gledhiil whose name is among those of the lost was at first supposed to be Mr. Gledhiil, provision merciant, at 14 Brondway, but inquiry at that office showed that he was in the city, and had not taken passage on the Vera Cruz. He is the only person of that name in the city.

Many Cubans and Spaniards spoken to last evening account for their lack of information about the passagers by the facethat many were Mexicans and Brazilians who had been summering in the North.

The M. E. Littlefield named in the list of passancers was not the Vice-President of the North River Savings Bank.

sengers was not the Vice-Pre North River Savings Bank. The following is a list of the

OFFICERS AND CREW; CFICERS AND CREW:

EDWARD VAN SIGE, Captain.
FRANK M. HARRIS, mate.
BERNARD NISSEN, second mate.
SILAS E. WHITNEY, purser.
WILLIAM MILLER, chief engineer.
EDWIN BRONK, assistant engineer.
CHARLES SMITH, second assistant engineer.
THOMAS DROMGOOLD, fourth assistant engineer.
neer.

DERNIS LYNCH, fifth assistant engineer.
JOHN KÖHN, fireman.
JOHN, ELLERS, fireman.
A. HANTUSCH, fireman.
H. BRIGE, fireman.
JOHN RE, fireman.
HEINRICH BONHOF, fireman.
JOHN CONNELL COMPRESSER. Heinrich Boshof, fireman.
John Connell, coal passer.
P. Dowd, coal passer.
Barney Corcoran.
Darrich Dweel, coal passer.
A. F. Loomis, steward.
J. Schoem, second steward.
H. Muller, carpenter.
C. Brandensberonder.
Fied Baar, sailor.
Jose Petas, sailor.
Jose Petas, sailor. FRED BAAR, Sallor,
JOSE PHTAS, Sallor,
JAMES KELLY, Sallor,
D. G. RUNGE, Sallor,
D. G. RUNGE, Sallor,
D. G. RUNGE, Sallor,
FRANK GREENE, Sallor,
FRANK GREENE, Sallor,
HERMAN SELKE, Sallor,
LEWIS KRIETE, Sallor,
LEWIS KRIETE, Sallor,
GRORGE SMITH, deck boy,
Mrs. JANE M. WHIDBER, Stewardess,
WM. SLAVIN, cook,
EDWARD LANE, Second cook,
T. McLarry, third cook,
W. HENDRESON, baker,
PONZIO MARIA, Pantryman,
DENNIS CASEY, MESSMAN,
TROMAS THORNTON, DOTTER,
JOHN CASEY, Waiter,

OHN CASEY, waiter.

GILBERT MOONEY, waiter.

GILBERT MOONEY, waiter.

Capt. Edward Van Sice of the steamship City of Vera Cruz, was 56 years old, and a veteran commander. He had the reputation of being an exceptionally capable man. He was born in Westchester County and lived with his wife and four children at Yonkers, His son, a young man of 20, was anxiously awaiting news from him all day yesterday at the office of the Messrs. Alexandre. Cart. Van Sice has been a soa Captain for hirty-fley phars. He began as Captain of a sailing vessel in the New York and Havana Mail line, and has made over 200 voyages. He was afterward a Captain in the old Star Mail line. Afterward he commanded the steamship Colombia and the Alaska. He has been Captain of the City of Vera Cruz four years, succeeding Capt. Deaken, now Commodore of the line, who sail yeaterday that he could not believe it possible that Capt. Van Sice would less a ship on the coast he knows so well. Capt. Van Sice augeriatended the building of the famous yacht America by George Steers.

Frank M. Harris, the first officer, has been commander of several stoamships and was considered a very capable man. He was 45 years

Frank M. Harris, the first officer, has been commander of several stoamships and was considered a very capable man. He was 45 years old, and has followed the sea from boyhood. He was a son of the late Dr. Harris of Quarantine, S. I. During the war his well-known capacity as a navigator caused him to be sought after to command vessels running the blockade. He made a number of successful voyages but was cartined and for a hort time inversional

after to command vessels running the blockade. He made a number of successful voyages but was captured and, for a short time, imprisoned. He has commanded several English ships, and at one time had charge of the steamship Grenada. He lived at Greenville, N. J., where his wife now resides. He was of genial disposition and had many friends.

Bernard Nissen, the second mate, was a German but had hailed from New York since boyhood. He has a wife here. He has been in the employ of the Alexandre ine about four years. William Miller, the chief engineer, was a native of New York, 45 years old, and has a wife and a daughter 14 years of age. He was called "Old Standby," and was considered one of the best engineers of the line. He has been employed by the Alexandres about twelve years, and was a great favorite with his comrades. Edward Bronk, the first assistant engineer, was 39 years old, and a native of Connecticut. He has served the company since he was a boy. His brother, H. Bronk, was in the same department. He was unmarried.

Frank Loomis, the steward, had been employed about ten years, He leaves a wife and family.

Jane Whidbee, the stewardess, shipped on the day the steamer started. This was her first voyage. Her daughter and other relatives were waiting in the office yesterday for news of the vessel.

the vessel. Smith, second assistant engineer, was an officer of long experience, and is highly spoken of by those who knew him as a warm-bearted, genial man. He had a wife and two young sons living in Baltimore. On his last trip to the city he made a hurried visit to Baltimore, and on his return from the present voyage he had planned to have his family join him here. Smith was formerly an engineer on the Morgan line.

age he had planued to have his family join him here. Smith was formerly an engineer on the Morgan line.

The City of Vera Crux was manned by a picked crew. Instead of shipping a crew for each voyage, nearly her entire complement had been snipmatus for several years. With two exceptions, Müller and Peters, all were single men between 25 and 30 years of age.

Louis Kroty has been aboard two years and ten months. For years he has lived with Mr. and Mrs. Henry Gaste, at 4 Carlisle street. Here he always lodged when the ship was in nort, for at such times there was no mess aboard, and the men always came ashore at night. Krety has been off the City of Vera Cruz only one voyage in nearly three years. He left her to accept an appointment of second mate of the City of New York, of the same line. When this ship was burned in the East River, last month, he came aboard the Vera Cruz again, and took his old berth of boatswais.

Frederick Barr and George Runge had been seamen on board the City of Havana of the same line, which was wrecked about four years are on the Mexican coast. The City of Havana was struck by what sailors call the "tail end" of a cyclone.

Barr, who was lashed to the wheel, remained

same line, which was wrecked about rour years ago on the Mexican coast. The City of Havana was struck by what sailors call the "tail end" of a cyclone.

Barr, who was lashed to the wheel, remained at his post until the ship had thumped herself to pleces on the rocks, when he and the Captain were together in the wheel-house. Runge was one of the first to be washed overboard. One of his arms was kroken in two places. He was picked up on the rocks the following day by some Mexican ranchers, and for sometime his life was despaired of.

Hermann Silke was at one time second mate on the steamer Tybee of Ciyde's West Indian line. This was several years ago. Since then he has been employed ashore up to Aug. 25, when he shipped on the Vera Cruz as a seaman. Hermann Müller lived in the little town of Rostock, in northern Germany, on the Baltic. He arrived at Havana some months ago on a German bark. After being paid off he came to New York on the steamer Vera Cruz as a steerage passenger. On the voyage hence the ship's carpenter died, and Müller shipped in his bertb. He leaves a family.

Charles Brandenberg has been quartermaster of the Newa Cruz for nearly two years.

Jacob Greenfield, when in port, lived at 7 Carliale street. He was a young man. This was his second trip on the Vera Cruz.

Joseph Peters, or Fortuges Joe, as he was called, had been on this line for nearly fitteen years, having first shipped aboard the old atomer Granals. It would be hard to find a better known man in the west side saller boarding house. He leaves a wife but no children.

James Kelly, a first-class seaman, was the enly support of his mother, who resides on the corner of Morris and West streets.

George Smith, a deck boy, when in port lifted at 134 Liberty stroet with his mother. He went to sea for the sake of adventure, He had a comitortable home, his mother being a proper owner in the First Ward.

Henry Gaste, at 4 Carlisle street, where they ledged while in port.

The first news that was received in this city that led to a belief that the City Over Graw was lost was a desognated from Frestmaster Deer mail matter had been washed ashore on the Florida coast. The Vera Cruz carried twenty: two sacks of mail mutter, eleven being letters and eleven papers. Nine bags were from France to Hawana, one bag from Fhiladelphia, and one bag from Pannasa to Hawana. These were received to Hawana, one bag from Fhiladelphia, and one of papers to Progress; one of letters and two bars of papers from Now York to Vera Cruz; one bag of letters and one of papers to Campeachy; one bag of letters and one of papers to Campeachy; one bag of letters and one of papers to Engage Henry and the State Department of the Cruz. The total number of letters was 5975. On Wednesday the Postmaster received a despatch from Washington from Joseph H. Blackforn, Superintendent of Foreign Mails of the Post offfice Department, informing him that the Fostmaster at St. Augustine, 1875. And Washed ashore at that place. The Postmaster style of the mail of the steamship Arden, which arrived here on the 29th inst. from South American ports. One bag of letters by the Arden was so damaged by Tho pursage of the past of the mail of the steamship Arden, which arrived here on the 29th inst. from South American ports. One bag of letters by the Arden was so damaged by Tho pursage of the transfer at St. Augustine to know the dates of the mail of the steamship Arden, which arrived here on the 29th inst. from South American ports. One bag of letters by the Arden was so damaged by Tho pursage of the very letter of the mail of the steamer was the foreign mail arrived in the steamer Parature and the Very Postmaster. The indicates that the foreign mail arrived in the steamer Parature and the Postmaster. The letter was the steamer was the parature of the office, persisted in a saying the name of the foreign mail and five of domestic mail and five of the office, her and the

Residual commonies. It was completed study for and Murray in the order named. The particular commonies and relatives the study was not lost. As to the five the study was not lost. As to the five the study was not lost. As to the five the study is not study in the study is not study to the study was not lost. As to the five the study is not study in the study is not study in the study in the study in the study in the study is not study in the study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study is not study in the study in the study in the study in the study is not study in the study in the study in the study is not study in the s

the wind increased, and the waves tossed and battied with each other, pitching the steamer about like an eggshell. The bulwarks on both port and starboard sides in the waist of the ship began to loosen. The gale increased, and the ship relied and pitched frightfully. Just before 2 o'clock in the morning a cyclone struck the vessel. The steamehip rolled almost upon her beam ends. She righted herself, however, and still bore up against the wind. In a few minutes the wind changed suddenly to east-southeast, and the vessel was at the mercy of the cyclone. Plank after plank of the bulwarks was carried off from the waist on either side. The heavy sea coursed from bow to stern of the plunging steamship, and it became impossible for any one to remain on deck. The waves burst in doors and windows, and flooded the cabin and the steward's and officers' rooms. This lasted three hours. Early on Sunday morning the cyclone passed off to the east-southeastward. The course of the cyclone had been from the north to the east-southeast. Caot. Halsey and the first officer deny that they saw or knew anything of the whereabouts of the Vera Cruz.

Capt. T. S. Curtis of the steamer Saratoga gave an account of his experiences on Sunday last off Cape Florids.

"It was the most terrific galeithat Lever saw." said the Captain. In 1869 I weathered a storm in that very strait that was considered urroommonly severe, but last Sunday's blow left it way behind. We quitted Havana on the 28th with a fair cargo and cighty-three passengers, and had smooth weather until Sunday morning about 8 o'clock, when we began to feel the approaching gale. At 11 o'clock it came out of the southwest with fury, and was accompanied by heavy rains. It drove everything before it. From the Bahama bank to the coast of Florida the wafer, which is usually a dark blue, was lashed into foam until it was milky white, the storm increasing until 5 o'clock P. M., when it was at its height. The barometer ran down to 29, and the showers of rain increased until nightfall, when th Hague street, and 109 Cliff street, the corner building. The fire was confined mainly to the two upper stories.

Sebuitz Southwick & Co., leather dealers, lose on stock about \$75,000. On the building their loss was about \$5,000. They are insured. The stock was principally damaged by water. Nos. 5, 5, and 7 Hague street form one large fronfronted building, four stories tall.

The A. B. Taylor Printing Press and Machine Company occupied the basement and second story of 5 and 7. Its loss is estimated at \$10,000. Walter W. Wooley, manufacturer of wire goods, occupied the first and third floors of 5 and 7. His loss by firs and water is estimated at \$5,000. E. Newton, dealer em rattan goods, has an entrance through 371 Pearl street. He occupied the third story of 3, and some additional room. His loss was estimated at \$15,000.

Other occupants of these three buildings were Charles G. Caiton, last maker, whose loss is estimated at \$2,000, and Mr. Holly, a hat manufacturer woose loss is estimated at \$2,000, The building belongs to an estate, and is the subject of litigation. It was damaged to the extent of about \$10,000. Mr. Nichols, a harness and collar manufacturer in the fourth story of the building, is estimated to have lost about \$6,000 in stock. All of the occupants were insured. Tensnix of Schultz, Southwick & Co. are S. Roberts, manufacturer of belting, whose loss is estimated at \$10,000. All the recompanies were insured. Tensnix of Schultz, Southwick & Co. are S. Roberts, manufacturer of belting, whose loss is estimated to \$10,000. All the occupants were insured. Tensnix of Schultz, Southwick & Co. are S. Roberts, manufacturer of belting, whose loss is estimated at \$10,000 and A. Herzog, a manufacturer of drawing instruments, whose estimated loss is \$2,000.

The entire loss foots up about \$150,000. Who do you think of the fate of the Vera

"While do you think of the fate of the Vera Cruz?" I reporter inquired.

I can't believe she went down. Why, that beat was only six years old, of nearly 2,000 tens burden, had a fine crew, and was commanded by as good a sailor as ever left New York. Capt. Van Sies, the commander of the Vera Cruz, and mysoif sailed together for five years in the Atlantic Mail service, and I don't see how it was possible for him to go under, particularly as he encountered the gale from the north."

The steamship Crescent City, which arrived from Aspinwall yesterday, roports that on the 29th uit, she exchanged signals with the steamship Cityds, from this port for Aspinwall. She was then off the south point of Watting Island. In the cargo of the City of Vera Cruz were 1.300 reams of paper, 1.000 bushels of potatocs. 150 boxes of hacon, 600 drums of fish, 500 tierces of lard, 5,000 bushels of corn, and one railroad passenger car. There were 200 different consignors. The total value of the cargo was \$50,000. The members of the firm of Alexandre & Sone had received no information up to midnight last night.

FEARS FOR THE NIAGARA.

the Vera Cruz to the South. The loss of the steamship City of Vera Cruz in the tremendous gale which visited the Southern seaboard on Aug. 23 and 29 has occasloned great anxiety about the fate of the Niagars, which sailed for Havana on the day following the departure of the City of Vera Cruz. The steamship Niagara sailed from this port for Havana on Thursday, Aug. 26. She carried the United States mail, an assorted cargo of merchandise, about fifty passengers, and a crew of

chandise, about fifty passengers, and a craw of fifty-three, all told. The Niagara belongs to the line of James E. Ward & Co. of 118 Wall street. She has a sister ship, the Newport, and there are also in the first other vessels which run to the south side of Cuba.

There were many callers at the office yesterday, but they were told that no information had been received about the Niagara, as the cable way broken, and in consequence no despatches could be transmitted. The officers of the company were confident that the Niagara had weathered the fierce gale in safety. Mr. James E. Ward, the President of the line, said that from the slight information he had, he believed there was no doubt that the Niagara was safe in port in Havana, and would sail to-day for

New York. She was as stanch a vessel as sailed on the scaboard. He had seen Capt. Phillips of the Santiago of their line, and thought it probable from what he said that the Niagara had not been exposed to the full fury of the gale which was encountered by the City of Vera Cruz. The storm which caught the City of Vera Cruz. The storm which caught the City of Vera Cruz was moving rapidly in a southerly direc-RATIFYING THE AGREEMENT. The Two Wings of the Democracy in this City Accepting their Committeer Work,

The regular or Irving Hall Democratic organization and the Tammany organization ratified yesterday the action of their respective conference committees in relation to the union of the Democracy on nominations for Congress and the Assembly, and took the initiatory steps toward a union on local nominations by appointing committees to confer with a view to of each organization met in the afternoon, the Tammany Committee on Organization in Tammany Hall, and the regular Democracy's Ex-ecutive Committee in Irving Hall. Hubert O Thompson reported the action of the confer-ence to the Irving Hall committee, and John Kelly made the report to the Tammany Committee. Both committees unanimously ap-proved the work of the conference. After Mr Thompson's report had been ratified by the Igving Hall committee, ex-Senator Hugh H. Moore offered the following: Resolved, That a committee of conference, consisting of one from each Assembly district, be appointed to confewith Tammany Half, and all Democratic organizations is this county, for the purpose or effecting a basis of unison Aldermanic and county nominations, and report the result of their defiberations to this committee for its spores.

had not been exposed to the full fury of the gale which was encountered by the Gity of Vera Cruz. The storm which caught the City of Vera Cruz was meving rapidly in a southerly direction, and as the Ningara left a day after her, it was possible that she did not encounter the storm at all. If telegraphic communication was not opened, Mr. Ward thought the first news of the Ningara would be her arrival in this port on the 8th inst, in her regular order of salling.

The Ningara was one of the finest shipe in the Havana trade. She was launched in 1877 from the yard of John Roach, in Chester, Pa. She is built of iron of extra strength, with water-tight compartments, steam pumps, windlasses, and all the modern applinnees. She has lifeboats and plenty of life preservers for passengers and such is the confidence of the underwriters in the vessel that insurance is effected for merchandise at less than the usual rates. She is 294 feet long, 38 feet 6 inches beam, 23 feet deep, and 2.265 tons register. Her commander, Capt. J. B. Baker, was formerly Captain of the steamers Blenville and Morro Castle, and is one of the most skillul navigators on the coast. Under him the Ningara has made some very fast nassages.

The agonts say she has weathered much worse gales than this. Two years ago, when the Huron went down off Capt Hatteras in a gale, the Ningara was only fifteen miles away, and outrode the storm without injury. There is also good reason for confidence in her safety, in view of the fact that the Santagara and both more heavily laden than she, passed safely through the storm and have reached this city.

The following are the passengers that sailed on the Ningara:

Thomas do ma, Mrs. de Ons, Miss E. de Ons, Miss C. de Ons, Miss Rosalia Alireu. Miss America Aracz, Manuel Araba, Parisan de Harrison, Eduardo Peirellade, Engone Gullet and son, Quintu Valdees Castille and wife. Mrs. Narriaga Colmbra and child, O. Goung, M. Evers, Francisco Hefmander, Goula Lucas Mahoberas, Jose & Barris, Pedre G. Abreu y Chavez, P. Miranda, Le

with Tanimany Half, and all Democratic organizations in this county, for the purpose of effecting a basis of unison on Aldermanic and county nominations, and report the result of their defiberations to this committee for its approval.

The resolution was passed, and a recess was ordered to enable the members of the Executive Committee from each Assembly district to name its member of the Conference Committee. Just before the recess was taken Henry D. Purroy, Col. William R. Roberts, and William C. Truphagen, a committee from Tammany Hall, came to the door of the committee's room and presented the preamble and resolutions passed by the Tammany Committee on Organization, They are as follows:

Whress, The two Democratic organizations of the county of New York, known as the Tammany Hall and Irving Hall Democracy, by the action of the Contention of the committees appointed by said organizations, have agreed in apportioning upon a fair and equitable basis, and to the satisfaction of both organizations, the Congressional and Assembly districts; and

Whereas, in the interest of Democratic unity and success its necessary that a perfect and complete union of the Democracy of this city should be made, not only of New York known as Irving Hall berequested to appoint the county senting and assembly momines, but upon the county senting and the senting and assembly momines, but upon the propose of the purpose of entire, of a ranken of the counties of the purpose of the counties of the purpose of election, and the resolution is as follo

The Couey Island Jockey Club's Meeting. The autumn meeting of the Coney Island The autumn meeting of the Coney Island Jockey Club begins to-day. The meeting will hast nine days, and forty races will be contested, including five heat races, for which the association gives upward of \$50,000 in purses, and money added to take events. There will be four or five races each day, and, owing to the liberal purses provided, it is expected that the entries in each event will be large. The best racers in the United States will be seen in the stake and purse contests. An distinct four-mile-heat race will wind up the meeting, in which race some of the great long distance runners will measure their speed and staying qualities.

Colored Cadet Whittaker.

The Rev. C. A. Johnson, in a lecture on Cadet bittaker, in the Fifteenth Street (colored) Union Church, last evening, said that a more false and foolish church, last evaming, said that a more false and loolish story than that fabricated against that cadet could not be conceived. "It was," the speaker said, "a glowing outrage against the centre colored race. The honor of West Point was at stake, and the officials and cadets did not be slide to swear away the character of a fellow became his color was black. It was hoped that Whittaker would have be got rid of, and no colored man appointed in his place. That institution would not exist to-day but for the bayonets of the colored race.

Reunited to Support Hancock. The two Democratic factions of West Hobo ten have, after years of bitter rivalry, reunited, and a erful Hancock and English Campaign Club has be-

Rumored Attempt to Blow Up the Czar. St. Petersburg, Sept. 3.—Reports are current or, Paramonous, sopi, a, "reports any current here and in Moscow that preparations were discovered to lay a nine under the railway near Charkoff, through which the Emperor passed on his way to layadia. It is also said that explosives were found near Simpleroped, No confirmation of these reports has so far been shiat in side. Great Fire at Hart's Falls

Thoy, Sept. 3.—The fire at Hart's Falls to-day use the most extensive and destructive that were a trend in the village. The Schaphucke Hone, Eaker's lock, including Baker's Opera House, and ten other miching were turned. The lock is estimated at School. The Signal Office Prediction. Lower barometer, stationary or higher temerature, southerly winds, partly cloudy weather.

Made New Again. R. V. Purage, M. D. Thave used your Favor its Princip, G. Iden Newscai, Discovery and Plezzant Far Peliets for the last three mooths, and fast myself shall I say 2... "made in we stam for the only word expressit. I was reduced to a saledean scould never the flow section of the principal states the flow reduced to a saledean scould never the process."

body, and an account that those suffering that most into this statement in order that those suffering that spair until they have given your remedies a trial.

Yours respectfully. Rrs. Su. D. Ryckman. - 4de.

Introduced-Knox's Pall Shapes Of gentlemen's hats at 212 Broadway and Firth Avenue Hotel, - Adr.

Quick's Irish Ten.

A Pain in the Side often comes from the Liver, and is relieved by Carter's Little Liver Pills. - Adv. "Mr. Palmer, your Invisible is beautiful, beautiful, beautiful," So the ladies talk and write. — ide. IRISH GRIEVANCES.

The Lords Obstructing Legislation Looking to their Redress.

LONDON, Sept. 3 .- In the House of Commons last night Lord Hartington refused to ac cept Mr. Parnell's resolution condemning the House of Lords for rejecting the Registration bill, and expressing the hopeleseness of look-ing to that body for the redress of Irish grievaboves, because Mr. Parnell had made it a Home Rule manifesto. All factions of the Liberals and many Conservatives strongly condemn the Lords' rejection of the Bogistration bill. It is said that the Government will abandon

the Burials bill if the House of Lords persists in the amendments proposed to that measure. Mr. T. P. O'Connor will move to omit from the Appropriation bill the item of £32,666 for salaries in the House of Lords.

The House of Lords to-night adopted the Burials bill and Employers' Liability bill, as reamended by the House of Commons.

In the House of Commons, to-night, Mr. Parnell introduced his amendment, adding the clauses of the Registration bill to the Appropriation bill.

Mr. Forstar, Chief Secretars for Ireland, while opposing the amendment, blamed the Lords severely for their contemptuous treatment of the Registration bill. He said if such proceedings were persisted in in the future, there would come a time when some change in the Constitution of the House of Lords would be necessary.

This declaration was received with tremendous cheering. Mr. T. P. O'Conner will move to omit from

cheering.

Bir Stafford Northcote said he must enter an

Sir Stafford Northcote said he must enter an emphatic protest against the expression used in regard to the House of Lords, to which, coming from a Minister of the Crown, he had itstened with amazement and regret. He hoped the sentiments were not shared by the other Ministers.

On motion to go into committee on the Appropriation bill, Mr. Parnell's amendment was rejected, the vote standing 58 to 23.

The amendment moved by Mr. Dillon, tacking the Compensation for Disturbance bill, on the Appropriation bill, was rejected—60 to 18.

Mr. O'Connor's amendment, throwing out the item for salaries in the House of Lords, was rejected—51 to 18. The Appropriation bill was then passed in committee.

AYOOB KHAN DEFEATED.

Attacked by Gen. Roberts, and his Army Put to Flight-Twenty-seven Guus Captured. London, Sept. 3-5:30 P. M .- An official despatch from Quettab, dated to-day, says: "Gen. Roberts attacked and dispersed Ayoob Khan's force, and captured twenty-seven guns. The

Cabulees retreated up the Argandab Valley.
"The plans for the attack were carefully made, and based upon reconnoissances which put Gen. Roberts in possession of full informa-tion of the location and strength of Ayoob's tion of the location and strength of Ayoob's camp. The attack was made with four brigades, who marched cheerfully over the difficult Fond, dragging their artillery, and never complaining of the labor. On arriving in front of Ayoob's camp the assault was begun at once with vigor. His intrenchments and outworks were less formidable than had been anticipated, and the defenders were driven from them by a heavy artillery and infantry fire. The Afghans resisted stoutly for a time, but their lack of discipline made their defeat a foregone conclusion at close quarters. With the loss of his guns Ayoob's army took to flight by way of the ford acress the Argandab River. He lost all his camp equipage. The loss on the British side was considerable."

Ninety-six Spanish Soldiers Drowned. Madrid. Sept. 3.—The total number of men who were drowned in the Ebro is ninety-as. The hen tenant who laid the pontoen bridge was among them.

FINANCIAL AND COMMERCIAL

24. 80% 267

16 Ad Exp. 1164, 3300 N.J. Central, 771, 3704, 100 Aih A Sus. 1004, 110 N.Y. Biv. 1111, 1 BAILBOAD AND OTHER STOCKS.

1700 N. & Chart. 170, 477

C. S. Ca. St. C. 1625, 1625, 1624, Met'n Elev. 50 915, U. S. Ca. St. C. 1625, 1624, Met'n Elev. 50 915, U. S. Ca. St. C. 1625, 1624, Met'n Central 944, 945, U. S. Ca. St. C. 1625, 1624, Mich. Central 944, 945, U. S. Ca. St. C. 1625, 1624, Mich. Central 944, 945, U. S. Ca. St. C. 1625, 1624, Mich. Central 944, 945, U. S. Ca. St. C. 1625, 1624, Mich. Central 944, 945, U. S. Ca. St. C. 1625, 1624, Mich. C. K. A. Tex. 364, 364, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. 1625, 1624, Mob. A Chino. 244, 244, U. S. Ca. St. C. A. 1625, 1624, Mob. A Chino. 244, 1624, Mob. A Chino. 1625, Mob. Pach. 247, 1624, Mob. A Chino. 1625, Mob. A Chi

The stock market was active, but prices variable and irregular. The general tendency was upward, but Eric common and the coal shares showed little strength. There were advances of more or less importance in Wastern Union Telegraph, Northwestern, Lake Shore, St. Paul Iron Mountain, and some such minor fancies as Eric and Western, Ohlo and Mississipp, &c. The second board reflected general weakness, under moderate effectings. The latest dealings were at irregular prices, the most notable leasures being the decline in Hamilial and St. Joseph and the advance in flock Island. The more important changes for the day were as follows: Advanced Rock Island, 2; Northwestern preferred, 2; Northwestern common, 5; Western Union, 5; Northwestern common, 5; Western Union, 5; Northwestern common, 5; Reading, N. Pacific Mail, 5; Donver and Bio Grande, 1; Ontario and Western, 1. Declined—Manhattan Elevated, 5; Delaware and Hudson, 5; Nashville and Chattanooga, 5; Union Pacific, 5; C. C. and Indiana Central, 1; Hannibal and St. Joseph preferred, 14; Wastash and Pacific preferred, 5.

Receipts from internal revenue to-day, \$428,-954; from customs, \$100,647. The stock market was active, but prices var

Receipts from internal revenue to-day, \$428, 954; from customs, \$1,003,647,

A Berlin despatch to Beuter's Telegram Company says: "It is authoritatively declared that gold payments for notes have not been suspended either in Berlin or at any of the branches of the Imperial Bank of Germany."

The New York, Lake Erie and Western Bailroad Company has signed contracts to bring hog produce from the West to New York, Bos-

ton, and other Atlantic ports at a rebate of 33 9

The Wabash directors yesterday, it is understood, resolved to give notice to the Hannibal and St. Joseph Bailroad that the provating business between them is over, and that they feel justified in taking freight at whatever rate they can get, irrespective of the rules of the Southwestern pool.

western pool.

The Bank of Eagland bought or received on deposit to day £265,000, and sold £30,000, showing a gain on balance of £215,000. The £50,000 was withdrawn for New York. The Hamburg-American line steamer Wisland, which sailed from Hamburg on Wednesday, the 1st inst., for New York, took out \$120,000 in gold. The steamer Labrador, which sailed from Havre on Saturday for New York, took £210,000 in gold. The shipments of gold from England during the week ending to-day were about £500,000.

New York Markets.

TRIDAT, Sopt. 3.—FLOUR AND MEAL—Quist, but generally steady, though some depression was noticed in medium grades from winter wheat. Wheat field furner, We quote: Flour—No. 2. \$2.50581.80; superfine, El 40.851.90; extra spring, El 40.851.10; western spring, EX 25.5581. Western winter shipping extres. \$4.854.40; do. XX snd XXX \$4.50586; naterial extres. \$4.856.50; city shipping extres. \$4.856.50; city shipping extres. \$4.856.50; city shipping extres. \$4.50586; naterial extres. \$4.7058.50; city shipping extres. \$4.50586; naterial extres. \$4.7058.50; city shipping extres. \$4.856.50; naterial extres. \$4.7058.50; city shipping extres. \$4.856.50; naterial. \$4.7058.50; corn meal—Western. &c. \$2.856.25; northern hakers and flam; and the spot at \$16.75; nat doctooler gooted at \$16.75; northern hakers at \$15.50; for future delivery, sales. \$250.10; sophermier \$15.70; and October gooted at \$16.75; Baron quiet at \$8.50c. cosing at \$2.85c. and weak; redned, Continent. \$8.50c. cosing at \$2.35c. and weak; redned, Continent. \$8.50c. cosing at \$2.50c. and weak; redned

Sun rises..... 5 36 Sun sets..... 6 26 Hoon sets... 6 00 Hour rises..... 5 36 Sun sets.... 6 28 Hoon sets... 6 00 Hour rises bar... 6 00 Hook.. 7 19 Gov. island. 7 33 Hell Gate... 9 42 Sandy Hook. 7 18 Gov. Island. 7 53 Hell Gate... 9 42

Artived—Fanay, Sept. 3.

St. Oder, Leist, Bremen Aug. 27, and Southampton 24th.

St. Charled Jones, San Juan Aug. 20,

St. Malabar, Elecats, Cardiff.

St. W. A. Scholten, Vis, Roitedam.

St. William Lawrence, March, Haltimore.

St. Santing de Cuba. Poote, Havana.

Eark Laura Emily, McNeil, Cow Hay.

Bark Conquistatore, Lauro, Lisbon.

Bark American Eagle, Blachford, Bremen.

Bark American English, Liverpool.

Bark Elizabeth D., Duranie, Rouen.

Bark Elizabeth D., Duranie, Rouen.

Bark John H, Fearson, Taylor, Almeria.

Ensiness Molices.

Piles Irching Piles Postitvely Cured; also blind and bleeding piles, fistula, salt rheum, and all dis nases of the skin, by the use of BOSSMAN'S CURE. ROSSMAN & MCKINSTRY, Hudson, N., proprietors sold by all druggists. Sent by mail for 50 cents.

Winchester's Hypophosphites
Will care Consumption. Couchs. Bronchitis, Debility, &c.

MARRIED.

POSTLEY—ANDERSON —Sent. 1 at Fairview, Esopus, the residence of the bride's parents, Haroid B. Postley of New York to Helen M., daughter of Capt. A. L. Anderson, WILSON—NOURSE,—On the 1st hist, at 8t January Church, Ridge Held, N. J., by the Sev James Cameron, Charles B. Wilson to Lena Nourse. DIED.

McREON.—On Friday, Sept. 3, at his late residence, 48 Sussex at, Jersey City, Henry McKeon. The Inneral will take place from his late residence, at 2 P. M., sharp, on Sunday, Sept. 5. The relatives of the family, also the friends of his rons, John and James, are respectfully invited to attend. Special Hotices.

GLOVES, UMBRELLAS, UNDERWEAR, Ac.
Keep's Custom Shirts; made to measure, from Wamsatta Muslin and best frish Lines. Bosoms, Sply, all hises,
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given with each half dozen shirts.
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&c., &c., at popular prices.

Keep's Collars, Cuffs, Handkerchiefs, Hosie Ac., Ac., at popular prices. FALL, UNDERWEAR, Kuit and Flannel, in all the new styles.

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will restore the stomach to a healthy state, almost immediately. After having once tried its wonderful soothing and healing powers you will never be without a bottle is your house.
Sold by druggists everywhere.

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TO MOTHERS.

Thirty years experience of an old nurse. MRR WINSLOW'S NOTHING SYRUP is the prescription of one of the best female physicians and nurses in the United States, and has been used for flirty years with nevertailing success by millions of mothers for their children, treinews the child from pain, curse dysentery and discrimes, criping in the bowels, and wind colle. By giving hould to the child trests the mother. Fire 20 cents. CLARETS AND SAUTERNES

from \$150 is good, honest wine) to \$10 per case; favorite brands. CHATEAU VQUEM, bottled at the Chateau, \$15 per case.

60 Future st. and 750 Broadway, N. V. TO THE LADIES.

Mosquite Bites, Pingbles, and Biotches cured by DR. FORLAS'S VENETIAN LINIMENT. Warranted superior to anything cles, or no pay. Sold by all the druggless at 200 and 500. "BOTTLED JOY" IS A NEW NAME

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ANECDOTES OF THE "SNART" MEN OF NEW YORK.
THE "DAMPER SNEAK"
ONLY A BUTTON, AND WHAT CAME OF IT.

BLACK JIM, THE JUMPER, REMINISCENCES OF PETE WILLIAMS'S DANCE HOUSE.

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BULLY ADDRESON'S DES.
HOW A NEGRO WOMAN GOT EVEN WITH A WHITE MAN FOR KIOSISG DES SILLS
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Receipts from internal revenue to-day, \$428,-951 from customs, \$1,00d,647,

A sale of 76 shares American Union Telegraph stock is reported at 52 delivered when received of the Construction Company,

The following is a comparative statement of business of the raticonals owned and insaed by the Denaware and Hudson Canal Company during July, 1879 and 1880;

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